

APRIL, 1927

Official Magazine
**INTERNATIONAL BROTHERHOOD
TEAMSTERS - CHAUFFEURS
STABLEMEN & HELPERS
of AMERICA**



LAST MONTH I wrote something pertaining to the eyes. In this issue I want to call your attention to the necessity of taking care of the teeth. Under our American system of living, with its sweets, its pastries and soft foods, the jaws and teeth are not exercised as they were in the generations past, consequently teeth are more subject to deterioration and weakness. If you should tie up your hand and keep it in a sling for a couple of years it would become useless. The muscles of the arm to be of any use at all must be exercised, and so the muscles of the jaw and the gums must likewise be exercised as much as possible in order to keep them perfect. To suffer from toothache is pure negligence, or ignorance.

The mastication of soft foods is not laborious and does not give the jaws and muscles sufficient exercise and our getting away from natural foods, or those having a sufficient proportion of lime, has a tendency to weaken the teeth.

There are many ailments and troubles which may come from the teeth that the average person seldom understands. For instance, your teeth may appear perfect, yet they may be diseased up in the gums. On looking over a dental magazine recently I noticed an article which stated that at least 90 per cent of the people living in our cities and towns, over 50 years of age, are affected with pyorrhea. This is a disease which many of our working people know little about. It is a disease of the gums which causes pus bags to form at the roots of the teeth, holding within those bags a poison which is thrown out into the blood stream, and a little later lodges in the joints bringing about ailments, sometimes in remote parts of the body. This disease seriously affects the kidneys, I am informed.

When a person over fifty years of age, and sometimes under that age, suffers with any of our different forms of rheumatism, the first question the doctor will ask is, "How are your teeth?" Those bothered with this disease may have swelling of the joints, stiffness running down the back, neuritis, arthritis, or inflammatory rheumatism, which is very painful.

The first thing to do when in any doubt about your teeth, and the first thing the doctor usually advises, is to have an X-ray picture taken of your teeth, gums and jaws. You may say, "My teeth are perfect." The Doctor will answer, "You know nothing about it," and only the X-ray picture can disclose whether or not there is trouble.

As in the case of the eyes, the best thing to do is to have your teeth examined and taken care of before they go too far. Have them examined once or twice a year. Have the dentist scrape off the tartar which collects on the inside and eats in under the gums, and have him sound each tooth carefully for cavities. Never allow a dentist to pull a tooth if it can possibly be saved. There is no artificial tooth as good as your natural one. Old people should scrub their teeth good each day, using even soap and water if you have no tooth paste, and youngsters should be trained to brush their teeth carefully and often. There is nothing more painful than trouble with the teeth, and yet there is no other part of the human system on which science has made greater advancement within the last twenty-five years, or which can be more speedily helped by treatment. Therefore, there is no reason why one-fourth of the trouble now obtaining should exist. If a man would have peace and happiness, he must have health, and one of the roads to good health is proper care of the teeth.

OFFICIAL MAGAZINE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS STABLEMEN AND HELPERS

Vol. XXIV

APRIL, 1927

Number 5.

Office of Publication
222 E. Michigan Street.....Indianapolis, Ind.
Daniel J. Tobin, Editor

Entered as second-class matter, February 23, 1906,
at the postoffice at Indianapolis, Ind., under the
Act of Congress of March 3, 1879.

Acceptance for mailing at special rate of postage
provided for in Section 1103, Act of October 3,
1917, authorized on July 8, 1918.

SUBSCRIPTION RATES

Per Annum.....\$2.00 | Single Copies 20 cents
(All Orders Payable in Advance)

Correspondents writing matter for the Magazine
should write on one side of paper only and sepa-
rate from all other business. Address all communi-
cations to International Brotherhood of Teamsters,
Chauffeurs, Stablemen and Helpers, Daniel J.
Tobin, President and Editor, Room 212, 222 E.
Michigan St., Indianapolis, Ind.

Published monthly by the International Brother-
hood of Teamsters, Chauffeurs, Stablemen and
Helpers, under the supervision of the General
Executive Board.

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Just a Bit of History

WHILE our ancestors were still
heathen savages, the Chinese were
discovering many arts, useful and
other, which westerners, ages later,
discovered independently and put to
use. Among them was the art of
making opium from the poppy. The
Son of Heaven (the Chinese Emper-
or) taking note of the evils of opium
directed his subjects to stop growing
the weed. However, as it was highly
profitable to the provincial governors,
they paid no attention to the order
but continued to encourage the manu-
facture of the drug. There also grew
up a large import trade in opium
from India, carried on by the British.
About 1840, however, the Son of
Heaven took the bit in his teeth and
declared that both production and im-
portation must stop. The order, in
fact, was made in the late thirties.
The trade, however, was highly prof-
itable to British traders, and brought
in a tidy revenue to the British Gov-
ernment in India. Therefore, the
British Imperial and Christian Gov-
ernment said that the trade in opium
should not stop. Not by a jugful,
and, as the Son of Heaven insisted,
the British army and navy began
shooting up the country. And the
shooting was done so successfully
that, in 1842, they compelled the Son
of Heaven to stop fussing about
opium, open four ports in addition to
Canton to the trade, and cede the is-
land of Hongkong to Great Britain in
fee simple and pay \$21,000,000 as an

(Continued on page 16)

(Reprinted from The New York Times of Sunday, March 13th)

Labor Gain Seen in Five-Day Week

*The Worker's Share in the Increased Productivity of Industry
and His Right to Shorter Hours*

WHETHER labor unions should press for the adoption of the five-day week in industry was discussed by George L. Berry of the Pressmen's Union in The New York Times of Feb. 6. He stated objections from the labor point of view to the attempt to speed up industry or to reduce salaries to a five-day basis. Another labor view of the five-day week is given below. The writer is the Treasurer of the American Federation of Labor and President of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers.

By DANIEL J. TOBIN

ORGANIZED labor's espousal of the five-day week proposal has aroused less bitterness among industrial capitalists than did the demand for the eight-hour day a score of years ago. This may seem strange to the disinterested observer, but the reason is not far to seek: Labor and capital are now talking the same language—that of the informed economist. Their differences are still acute, but better understanding of indus-

trial problems on both sides renders the danger of widespread disturbance less immediate.

Leaders of the American labor movement are not desperately demanding the five-day week as a relief from inhuman oppression, but rather are urging it as economically logical and generally advantageous. They hold advantages of the plan to be threefold:

(1) Improvement of individual efficiency.

(2) Remedial effect upon unemployment.

(3) Greater opportunity for cultural development.

If, for a moment, it may be assumed that these advantages would flow from general adoption of the five-day week, the next question is: What would the reform cost?

Many employers say that they would interpose no strenuous opposition if workers went to work five days a week for five days' pay, but that they cannot see how industry can give six days' pay for five days' work. It is unnecessary to canvass the workers' views on that point. Every one knows they want no cut in income. They achieved the eight-hour day and the Saturday half-holiday in 80 per cent of the unionized industries without such a sacrifice, and they want this reform on the same basis.

Position of the Federation

The reply to the employers' assertion is to be found in the wage and hours affirmation of the American

Federation of Labor's 1925 convention:

Social inequality, industrial instability and injustice must increase unless the workers' real wages, the purchasing power of their wages, coupled with a continuing reduction in the number of hours making up the working day, are progressed in proportion to man's increasing power of production.

Mechanical genius and worker skill have made astounding advancements in recent years, as every one knows. Productivity in eleven principal lines of manufacturing increased an average of 59 per cent in proportion to the time worked between the years of 1914 and 1926, according to studies made by the United States Department of Labor.

It is also established knowledge among economists that American productive capacity, even now, is far greater than can be utilized in the present state of markets. This is true not because we as a people cannot use all the merchandise we can produce, but because we lack the money to buy it. Hence labor's proposal that wages—the buying power of workers—shall be increased apace with increased powers of production. At the same time labor takes cognizance of the plight of the unemployed. The added clause on working hours to labor's affirmation proposes spreading opportunity, so that all may earn steady incomes.

Surely there is nothing fundamentally wrong with that ideal. If this nation, in its productive capacity, possesses potential wealth greater than it can actually realize upon under present conditions, why should not these conditions be changed? Labor does not insist upon an immediate plunge into the unknown, but only that the five-day week be recognized as desirable and that it be introduced as rapidly as reason and prudence will permit.

The Worker's Share

The cost should be borne by increased production, brought about by increased efficiency and by a widening of the domestic market caused by increasing the number of producing wage earners, who would be merchandise consumers. If, however, the worst fears of capital were realized and some of the cost had to be taken out of capital's earnings, disaster would not necessarily follow. The United States Steel Corporation's recently announced surplus of \$521,000,000 exceeds the par value of its common stock. So great has been the expansion of capital in this country that our vast industrial possibilities cannot absorb it, and our foreign investments amount to \$11,000,000,000.

Census Bureau statistics, covering 160 industries, show that wages decreased by \$5,000,000 in those industries in the two years between 1923 and 1925, while at the same time employers received for their products an increase of \$380,000,000. This is evidence in support of organized labor's contention that workers are not receiving a fair share of the proceeds of industry's increasing efficiency. Most of these added profits went to swell large incomes. In that same two-year period the number of workers employed in those industries decreased from 1,722,398 to 1,680,971, and this in a country the population of which is constantly increasing, is evidence of the growing danger of unemployment.

In the days when I was driving a team in Boston we worked twelve and fourteen hours a day. The freight houses and steamship docks were open until 8 o'clock at night. Now they are closed at 5 o'clock, the drivers work nine hours, and the volume of business handled is much greater. Milk wagon drivers formerly worked fourteen hours a day and employers said the system could not be changed,

but today in nearly all large cities they work eight hours, and the business is more successful and profitable than ever before. When I, as President of the International Brotherhood of Teamsters, Chauffeurs, Stablenmen and Helpers, proposed a two weeks' vacation with pay for Chicago milk drivers the employers called me a lunatic. That proposal was then looked upon as more radical than is the five-day week today—but it went over.

The five-day week is not a new idea. It prevails in a large part of the clothing industry, in some of the important building trades and in many seasonal occupations, where employers as well as workers have recognized its advantages.

Henry Ford has been criticized because the wage he pays for five days' work is less than that formerly paid for six days. Not being in the confidence of the Ford executive staff, I can hold no brief for the billionaire. But I do know that the Ford engineer who took a group of A. F. of L. convention delegates through the plant last fall, told us it was the intention to restore the old weekly wage rate as rapidly as increased efficiency raised production to the old standard. This, he assured us, the company knew on scientific and experimental grounds would not be long—a mere matter of speeding up mechanical processes as individual efficiency improved.

Lord Leverhulme's Test

The late Lord Leverhulme, famous British manufacturer, endeavored to prove the case for reduced hours of labor in actual figures, and he did prove it by actual practice in his great factories.

His plan, reduced to bare essentials, was about like this:

AN AVERAGE INDUSTRY

Working week, 48 hours in one shift.
Cost of labor a week..... \$5,000
Overhead charges, including rent,

interest on capital, taxation, salaries of managers, clerical help and depreciation a week 5,000
Production, 1,000 items a week.
Cost per item, exclusive of raw materials and other costs, which must remain in proportion to volume of production, each 10

SAME INDUSTRY REFORMED

Working week (6-hour day), 72 hours in two shifts.
Cost of labor a week \$10,000
Overhead charges, rent, etc. a week. 5,000
Production, 1,500 items a week.
Cost per item, exclusive of raw materials, etc., each 10

Thus, it might be seen, management could lose nothing by inaugurating the six-hour day and putting two shifts, or twice the number of men, to work, because the only extra strain would be that on machinery, which in these days practically always becomes obsolete before it wears out. But management would be slow to make such a change without prospect of gain. Lord Leverhulme was prepared to show the gain. He said that experience gave plenty of proof that workmen increase in efficiency when relieved of fatigue and the enervating effects of high-speed mechanical monotony. He then declared his firm belief that workmen would produce as much in six hours as they formerly had in eight. This meant production of 2,000 items a day, or a cost per item of \$7.50, as against the old cost of \$10. A wild dream? Not by a long shot, for Lord Leverhulme applied his theories in actual practice and his great factories were enormously successful.

Sermons against idleness invariably constitute the first barrage against any proposal for a reduction in hours. "Idle hands will find mischief," is the warning. Has any master mind yet blamed the crime wave on the general prevalence of the eight-hour day in industry? Certainly not! Promoters of the grand larceny and murder industries recruit their operatives from circles in which labor of any sort or in any amount is despised. This should be considered

in connection with the fear of many sincere persons that greater leisure for workers is dangerous.

Thanks to the public schools and daily newspapers the worker of today has journeyed a long way from the yokel of yesteryear. The employing classes have no established monopoly on culture. Indeed, if we hearken to the younger intellectuals we may hear that the modern American business man is deplorably narrow on the cultural side, while any one who will inquire will learn that libraries enjoy wide patronage among the working classes.

Week-end vacations are an established rule among the wealthier class, so why snap the workingman's head off if he, too, considers the advantages of the plan?

After all, of course, the five-day week will only come when it is economically practical, and when that is the case nothing can stop it. The American labor movement is a responsible and sober force; it will not bring down disaster on industry by desperate or ill-considered measures.

Inventions that Made Millions

Whether cussedness, conceit or curiosity has caused man to make likenesses of himself ever since the morning of the world, scientists have been unable to agree. They only know that he has done it and in more modern times has tried to impart action to his creations and even a semblance of thought. It remained for the electrical wizard to perfect an instrument which could even approximate human intelligence. He has done it in the machine switching system now being installed by the American Telephone and Telegraph Company in various of its branches. He has gone human intelligence one better for the machine refuses to make mistakes.

Imagine a device which makes a contented noise called a "dial tone" when you operate it correctly, but

hastily summons a "maintenance operator" to notify you when you are wrong. The machine does that and in addition calls the same operator to tell you when the line is out of order.

With the ordinary occurrence, such as a busy line, the mechanism does not even need the assistance of the operator. It automatically informs the subscriber that the line is in use.

The operation is something like this: The caller spells on the dial the first three letters of the district office, say P-E-N, then indicates the number. This causes a little mechanical messenger called the "finder" to look on the board for a trunk which is not busy.

Having been routed through the Pennsylvania district, another messenger called the "final selector" picks out the number desired and rings up the subscriber.

With the manual system, when the receiver is removed, a lamp is lighted. The operator sees the light and plugs into the number and says, "Number, please."

With the mechanical system the "finder" takes up the call when the receiver is removed, then the "selector" attaches an idle "sender" and the letter by means of the "dial tone" tells the subscriber it is ready to receive the call. The sender upon receiving the office code causes the "district selector" to find an idle trunk to an incoming "selector," at the desired office. The incoming selector locates a group of trunks leading to a "final selector" caring for the particular 500 lines in which the desired number is located. The selector then locates the line desired. If the line is not busy it will start ringing, but if it is busy it will give the busy signal.

Quite an intricate operation, but when visitors expressed wonder, one of the Bell engineers replied, "Some day we are going to perfect a machine which will have a man arrested if he puts a plugged nickel in a telephone."—Alexander J. Wedderburn, Jr.

EDITORIAL

(By Daniel J. Tobin)

SOME MONTHS AGO, I made the statement that President Coolidge would not be a candidate for re-election. I want to reiterate that statement, although I gain nothing by making such statements except the pleasure of endeavoring to give some of our members my opinion on current political appearances. The vetoing of the McNary-Haugen Bill, which was intended to help the farmer, capped the climax in so far as Calvin's candidacy is concerned.

Personally, I was rather pleased that he vetoed the bill, because I can't see how we can subsidize one national industry and by doing so tax other industries that are making substantial profits—it looks like robbing Peter to pay Paul.

The subsidizing of any business or industry is dangerous because it establishes a precedent that other industries would eventually take advantage of, and this bill, if enacted into law, would be the entering wedge for other industries to come on later and demand like consideration, as many large industries today are working from the hand to the mouth and putting forth every effort to make good. Some of the farmers are doing the same thing and if they believed they were to be subsidized, some of them might lay down on the job. "After a door is once opened more than one will endeavor to enter."

This bill could, and undoubtedly would be, amended as time went on, judging from our past experiences, giving other industries similar assistance.

To be brief, what did the bill propose to do for the farmer? It proposed to establish a fund to take care of all surpluses raised by the farmers, which were to be sold when the market was ripe. In other words, it proposed to raise the prices of farm products, which are used by the millions in our country, and all over and above that necessary to supply the people, or the surplus, would be taken care of by storage and by marketing when the proper time came. The whole aim and purpose of the bill was to raise the price of farm products for the farmers.

Let's see where we would be if such a condition obtained. The millions of workers who find the cost of living now more than they can cope with would, without any doubt, have to pay more for their potatoes, their flour and their butter, which would bring about a condition that would demand or compel an increase in wages for the workers and only those who are organized would be able to get the increase, and the myriads of unorganized would be driven further towards the edge of starvation, or living from hand to mouth.

The farmer needs protection, but his protection lies in giving him a reasonable price and not so much for the distributor or middleman. If the government could only watch the produce merchants of New York and the wheat jobbers in the "grain pits" in Chicago, it might be able to do something to relieve the farmer. Unfortunately the man who eventually suffers is the consumer, who, in this case, are the millions of workers who are unable to pay more.

There are men traveling around lecturing on the problem of race suicide, but the real cause of race suicide, if it exists, is the high cost of living. It is a serious problem for the working man of today who is en-

deavoring to raise a large family. I know, because I have gone through it, having raised five boys and one girl, and I would not want to have to do the same thing over again, not because of the immoral dangers surrounding our life, but because of the dangers of poverty, which brings about misery, disease and crime, all of which may be charged to the high cost of living.

When I drove a team twenty-five years ago, I could buy a quart of milk for 5 cents while today it costs 15 cents, and first-class beef, both corned and fresh, was sold on an average of 10 cents a pound and the same quality today costs from 35 to 40 cents a pound; so, how is an ordinary man in an unorganized industry working for an average of \$20.00 a week going to raise a family under present living conditions? And then, to subsidize the agricultural industry would mean additional cost in the living of the average individual.

The principal trouble with farmers, and with many of our industries, at the present time, is that due to the intensive work carried on by manufacturers and due to modern machinery, we are over-producing in the agricultural field with much less energy and labor than ever before, one-third more than we can possibly consume, and in the manufacturing field we are producing, in many instances, almost 50 per cent more than we can consume. Take the coal industry of our country. With its up-to-date, modern machinery, they can mine enough coal to supply our industrial wants in five months of the year working eight hours a day. So if we were to subsidize the farming industry, why not subsidize the mining industry? I am told by well-informed miners that since the ending of the war there are a number of mines which are not only not making any money, but are losing money year after year. Subsidize the farmers and they will produce one-third more. You will have a larger surplus.

But while Calvin Coolidge, a thorough-going, honest President, vetoed the farmers' bill thereby eliminating any support which they might have given, there are many who believe that he did it at the dictation of, or in his desire to acquiesce to the wishes of the Wall Street group or the New York capitalists. Coolidge owes his selection and election to the New York and New England capitalistic crowd. The farmers, wherever Republican, trailed along, but Calvin Coolidge would not have returned to the White House after he served his term as Vice-President, only that the Wall Street group believed he was absolutely safe for them and all those manufacturing interests, those brokers and bond dealers, those bankers and capitalists were almost a unit in opposition to the McNary-Haugen bill.

As a man, I have the highest respect for Calvin Coolidge—I think he is sincerely honest—but, as President of our nation, I believe he pursues the course of least resistance; that he is not a strong man and that he is inclined to look out for the interests of his friends—those responsible for his election.



I RECENTLY ATTENDED a dinner given by the Joint Council No. 18 of Hudson County, New Jersey, at which were present the executive boards of every local union in New Jersey and the executive boards of every local union in New York City. In addition, there was present also Brother Theodore Brandle, president of the Building Trades Council of Hudson County, and many other labor men, as well as the Mayors of Hoboken and Bayonne and a representative of the Mayor of Jersey City and many of the commissioners of the several city governments and quite a large number

of other distinguished guests, among them the Congressman of the district.

A more enjoyable or useful evening I never attended. It was indeed glorious for me to sit and listen to the heads of the many departments of the three cities, express themselves so thoroughly in favor of our local unions. In Hudson County almost every man who drives a vehicle which comes under our jurisdiction is a member of our union.

John J. Conlin, business agent of Local Union No. 560, which has a membership of nearly 1,500, was very active in making the evening a splendid success. Brother Charles Jennings, organizer for the American Federation of Labor and one of the active members of Local No. 617, was toastmaster for the evening. Jerry Buckley, Vice-President Hart and the business agent of Local No. 641, John Hines, were also busy lending every effort towards making the affair a success and the evening a pleasant one for all present.

Our brothers from New York were overjoyed at the reception and entertainment they received. Vice-President M. J. Cashal, who is one of the International organizers, was there in all his glory watching the proceedings and he looked like a censor representing the federal government on the enforcement of the Volstead Act. Mike, born and raised in New York, has never tasted liquor of any kind. Brother Hart, also vice-president of our International, another censor of intoxicants, is also a total abstainer, but judging from appearances, when he leaves his meeting hall he seems to give his membership absolute freedom.

Everything that could be desired in the way of eating, and otherwise, was furnished, and that means everything. The entertainers, most of them professional, who were engaged for the evening, were splendid and could not be improved on, and I doubt if they could be surpassed even in Cincinnati or San Francisco where the reputation for furnishing enjoyable entertainment has up to now been unquestioned in its power of deliverance.

Every one in the movement and the distinguished gentlemen holding high political offices were called upon to speak. It was exactly 1:30 a. m. when the General President was introduced and a finer reception could not be given an individual anywhere. The audience rose to its feet, cheered and tendered every expression of welcome and goodwill. It certainly makes one feel that after all our mission and our work has not been an entire failure, and looking over the conditions obtaining amongst the members of our several unions in Hudson County, New Jersey, it has a wholesome, self-satisfying effect, to know that through the efforts of our International organization they have been able to obtain for themselves working conditions and wages unsurpassed by any other class of workers in the district.

Brother Brandle, an iron worker by trade and one of the staunch labor men in that section of the country, also president of the Building Trades of Hudson County, during his remarks said that the Teamsters were always back of the Building Trades in the county and no better trade unionists were to be found anywhere, and whenever his vote was needed to help the Teamsters, in affiliation or otherwise, they could rest assured of his support whether in or out of office. This is a high compliment from an important representative of the Building Trades organization.

One of the judges of the courts, in his address, stated that during his years on the bench he had never, with but few exceptions, found the members of the teamsters' union guilty of any crime. On the contrary, when drivers and chauffeurs were brought before him for violation of the

laws—which was very rare—he found those men slipshod, easy-going, luke-warm in their trade unionism and practically not eligible to be styled or classed as bona fide trade union drivers. He also said the most frequent violators of the law, in so far as traffic rules are concerned, are lawyers and sometimes officers of the law, who endeavor to penalize and prosecute the honest working trade union driver and chauffeur.

I could go on enumerating the many wonderful expressions and compliments paid our membership in Hudson County, but space will not permit. However, I cannot close without mentioning this observation.

This was the first affair of its kind ever undertaken by the Joint Council of Hudson County and I am hopeful that it will not be the last, for aside from the banqueting and entertainment and the presence of the people's representatives, the great good that obtained as a result of the harmony and goodfellowship created by bringing the executive boards of the different unions from both cities together, is something that cannot be valued in dollars and cents.

I remember about twenty years ago, when I was first elected General President, when every vote in Hudson County was against me, when I, as International President, and the International Union, itself, had very few friends in Hudson County, and the unions were torn to pieces by dissension and misunderstandings. As I sat there that evening and witnessed what was going on, the conditions obtaining, the spirit of peace, goodwill and get-together brotherly determination, which seemed that one was for all, and all for one, when I realized this, again I say, it is good to have been somewhat helpful in bringing that condition about.

The work of the International is sincerely and deeply appreciated amongst the unions in Hudson County. There is a betterment of conditions every year. We have splendid locals and splendid officers and it was never more thoroughly demonstrated than on that evening at that old-fashioned beefsteak dinner.

I take this opportunity to thank the Joint Council of Hudson County for its invitation to be present on that eventful occasion.



THE WAGE SCALE and working contract of the Milk Wagon Drivers' Local Union No. 753, of Chicago, expires on May 1st.

Early in April the Milk Wagon Drivers will present a new contract to the employers asking for a betterment of conditions, which will include an increase in wages. Some time ago, or before they had even drafted their wage scale, a representative of the employers gave a statement to the Chicago Tribune, endeavoring to show the unreasonable position taken by the Milk Drivers in their desire for an increase in wages.

The statement occupied a conspicuous position in the Tribune and the purpose of same was to prepare the public so it would be ready to condemn the milk wagon drivers' union, through their telling the public that the bosses or distributors could not be blamed if the price of milk is raised, as the milk drivers are forcing the increase. The Tribune also in an editorial a short time afterwards commented on the situation and agreed absolutely with the bosses, as newspapers usually do.

But, the Milk Wagon Drivers will proceed along in the same conservative, business-like manner and will endeavor to better their conditions if it is possible to do so. If not, then they will meet the issue as best they can. However, it is our desire to say to the public that we know of no

other institution in America, whether fraternal, religious or political, that has ever in its history done one-fourth as much good for its members as the milk wagon drivers' union has for its membership and for the public in general. They have raised the standard of living amongst their six thousand members and families, making them free men; influencing them, through their advice, to buy homes, to educate their children and to obtain for them peace, happiness and contentment, thereby spreading that peace, encouragement and goodwill in the community in which they live and in the business interests with which they come in contact.

The milk drivers of today earn \$50.00 a week and it has made them better men than the milk drivers who were receiving \$50.00 a month before the establishment of their union.

The trade unionist, whether a milk driver or printer, spends his money in purchasing the things he needs in life and by spending he helps to keep the wheels of progress turning, which makes a nation great.

The assistant secretary of the Milk Dealers' Association, Mr. Fitzgerald, did not refer to the amount of money the union pays out each year in relieving the sick and those in distress in and around Chicago, who are not even members of the union. He failed to refer to the fact that last year the milk drivers' union paid out of its treasury \$152,000 in sick benefits, thereby helping the families and keeping them from destitution, sickness and disease. In short, helped in making the members of those families better citizens of our great country. Mr. Fitzgerald also refrained in his article from telling the public that the milk distributors of Chicago today, under this so-called high wage obtaining amongst the drivers, are making more money than they ever made before; that there are very few of them going out of business; that the profits of the Borden and Bowman dairies are increasing year after year and that prosperity is prevalent amongst the employers as well as amongst the members of the union.

There is always a certain element in a community that rejoices in saying hateful things about every institution, very often even against the Church. The hardest thing in the world to get is a word of praise for the unions from a majority of the employers or their representatives, but, whether they who are the enemies of the movement and of the toilers, like it or not, the great trade union movement will keep on in its work of organizing the workers and bettering their conditions from year to year.

God speed the Milk Drivers of Chicago, and our drivers in every other city, in their efforts to obtain for their membership a little more, and still a little more, as time goes on. To do so is carrying out the aims and objects of the Trade Union Movement of America.



AT THE LAST MEETING of the Executive Council of the American Federation of Labor, Michael Casey, vice-president of the International and president of Local No. 85 of San Francisco, was chosen as delegate to the British Trades Congress to represent the American Federation of Labor.

It is a distinct honor to be thus selected out of the many millions to carry the message of goodwill to the masses of trade unionists in Great Britain who will meet in convention on the first Monday in September in the city of Edinburgh, Scotland.

Away back in 1911, the writer of this article was chosen as the delegate to that convention, and of all the experiences I have had in life,

my visit to England and my humble address to the Congress on that occasion is something I shall never forget. That is now more than fifteen years ago and the world has changed somewhat. The great war has been fought and won since that time. The British Labor Movement has undergone many changes also since that time. Since then the Government of England has been administered by a Labor Cabinet and a Labor Prime Minister. Our International has seen many changes. We have builded a firmer organization; have cemented the movement in many places; have organized districts that were only partly organized and have no reason to regret anything that has transpired within our union.

The honor of representing the Trade Union Movement has now been given our organization the second time by the selection of Brother Casey. He was born in Ireland and left there when a youngster, over sixty years ago, because he rebelled against persecution and tyranny and came to the Golden West of our country where he has been breathing the air of freedom and helping to build up one of the greatest freedom-loving and democratic governments the world has ever produced.

Vice-President Casey, with a few others, some of whom have passed away, was responsible for the organization of the drivers in San Francisco away back twenty-seven years ago.

Since he crossed the ocean, sixty years ago, as a boy not knowing where he was going, he has never returned. He will find some changes on his return over there. No doubt, he will visit the place of his birth—where he first saw light—the place which gave him the inspiration to go forth and fight for the right no matter where he was, or what the circumstances or difficulties were.

His selection is a great tribute to him as a man, because it proves that he holds the confidence and respect of Labor. It is a richly deserved honor. There are few men who have spent over a quarter of a century in the Trade Union Movement in San Francisco, or elsewhere, who have as clean a record as Mike Casey. He can look any man in the face and never wince or cringe. His life has been clean and his record is an open book, both as a Labor man and a citizen. He has seen men come up and men go down both in the political and labor life of the city where he makes his home. He has seen the city destroyed and rebuilt. He has also seen many other things and has always been a leader, a force and an inspiration.

His return to England as the representative of the American Federation of Labor gives us, his friends, great joy, because his selection is richly deserved and because we know that he is competent to fill the mission with honor to himself and to our organization and with credit and respect to the great American Labor Movement for which he will be the spokesman.



SECRETARY MELLON may be anything else, or he may be the third richest man in America, as President Harding once said; he may have interests in Mexico, California, and other places; he may have saved a lot of money for the employers and his friends, and even for some he may not have liked, by his refund of income tax—we don't know anything about the statements that are sometimes made—but, we do know that he is perhaps the greatest financial wizard that has ever been appointed to the Treasury Department.

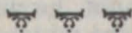
He may not know anything about running the State Department—he

has never been tried—he may not know much about rivers and harbors, but he certainly does understand finances.

His last undertaking in floating around five million dollars worth of bonds at 3 and 3¼ per cent interest and his contemplated action of retiring, next year, certain classes of Liberty Bonds will save the government of the United States, according to financial statisticians, twenty-three millions of dollars.

This is only one of his financial acts. His handling of the foreign loans and the debts of other nations to our country, must have amounted to millions in the interest of the United States and the pleasing and diplomatic way in which he handled these matters, without much talking, proves conclusively that he is the real kind of man in the right job. No one knows just now how many millions Secretary Mellon has saved for the government since he accepted the position as Secretary of the Treasury.

For all of this work, he receives a salary of \$17,500 a year. When the right man can be found, salary amounts to nothing. A man, through one foolish act, may waste more for the government, for a business institution or a labor organization, than what his salary may amount to for several years. On the other hand, a man may save more for those by whom he is employed, as Secretary Mellon has done, than what his salary will amount to in many years. Instead of paying Mellon \$17,500 a year, it would be cheaper to hire him permanently at a salary of \$5,000,000 a year.



SINCE OUR LAST ISSUE Brother Pat Berrell, president of Local Union No. 705, Truck Drivers of Chicago, and vice-president of the International Union, was taken seriously ill, rushed to the hospital and in a short time operated on for a serious intestinal trouble. We are glad to announce that the operation was successful, that he has almost entirely recovered and is back on the job working for the truck drivers.

Under the management and officership of President Berrell and Secretary George Kidd, Local Union No. 705 has prospered beyond even our most extreme anticipations of some years ago. The local has a large treasury; it pays sick and death benefits; it functions; these two men are always on the job and the union is growing month after month.

It would be a serious loss to Local No. 705, and our movement in general, to lose men of this kind. Very often, the life of the local union depends on the kind of men who are handling its affairs.

We tender felicitations to Brother Berrell and rejoice that he is back on the job, working faithfully for his organization.



A Glimpse of the Impressions Made Upon Me While Traveling Through Europe

(Continued from last month)

I HAVE BEEN TRYING for a week to leave Paris and get to England, but owing to the General Strike being on, there has not been much of a chance for leaving. This afternoon the newspapers came out in large, glowing headlines, saying the strike is settled, so I rush to the office of the Ameri-

can Railway Express Company to get them to make arrangements for me. They called me this evening telling me that arrangements are made for me to leave next morning at seven o'clock, taking a train from Calais and from there a boat to Dover.

I am up bright and early in the morning, rush to the train and nothing of importance happens on the way to the boat, but when we reach the end of that trip, there the congestion is awful. The Americans in Paris, marooned practically for ten days, all are endeavoring to get across to England. Every inch of space on the boat is taken, but at last we are started, nearly an hour late, getting out into the ocean, which is, as usual, choppy and rough. It is bright and plenty of sunshine, with severe winds and the old ocean is rolling, but we are on a master steamship and she simply pays no attention to the blusterings of old Neptune.

We are due to arrive at Dover at four o'clock, but we are late. The baggage is here examined by English authorities and after a while we are allowed to get on the train for London, but, lo and behold, just as we are about to enter the train there is all kinds of excitement; young men running up and down on the platform without uniforms—remember, we were informed through the daily press in Paris that the strike was settled. I was unable to get any one to stop long enough to give me any particulars one way or the other, but, at any rate, it was a pleasure to find English-speaking people everywhere. However, after questioning one or two of the railroad help, who did not seem over-anxious to talk, I learned that the strike was not over, that it was still on. It had been called off for a few hours and then called on again, because the employers had refused to return all of the men to work immediately and had required certain other conditions from the men when they applied for reinstatement, with the result that the union leaders, believing that the railroad officials, and other employers, were breaking faith and not living up to the spirit of the agreement, rescinded the order of settlement and ordered the men out again.

I was a little bit doubtful as to the ability of the help on the train—which was a very long one—and I asked who the engineer was. They informed me that the engineer was a man who had been pensioned off; had worked for the road forty years; was over seventy years of age, but when the strike took place he was ordered to return to work, and this old, faithful union man, in order to save his pension, which is voluntary on the part of the railroad company, had to return to work. You can imagine his feelings, in his old age being forced to drive a locomotive against the men with whom he had worked for years.

After a great deal of commotion and apparently much disorganization amongst the employes in this work, most of them being young students from Oxford or Cambridge who believed they were playing the part of heroes, we finally got started. The train moved along at a pretty good rate of speed, through what, I think, is the most beautiful scenery there is in England; richly cultivated farms and fields covered with livestock, shrubbery in all its beauty, was indeed a sight to behold, considering the turmoil, discontent and unsettled industrial and political condition within that country.

We arrived in London two hours late. It was dark and at the station the principal question was how to get a conveyance to take me to the hotel. There was, however, at the station every conceivable kind of a

vehicle to meet the arriving train, with every kind of a freak driver imaginable.

In normal times two boats run each day from Calais to Dover. During the strike there was only one, increasing the congestion considerably. Those of you who have never arrived in a large London railroad station in the dark hours of night, have no idea of the job you have on your hands to get some one to handle your baggage and procure a cab for you. In ordinary times it is bad, but at this particular time it was something awful, and the price you pay in being subjected to inconvenience, pushing, rushing and struggling surely is sufficient for whatever pleasure you obtain the day after. After looking around for a while I finally secured a porter who had no mark of distinction whatever except that he wore a long frock coat and had in the button hole of his coat a piece of ribbon on which it stated that he was employed officially to carry handbaggage.

After struggling through the frenzied mob and promising him a substantial tip he finally loaded me and my baggage into an old caravansary which took me to the Metropole Hotel, one of the finest hotels in London.

I had been in London on one or two previous occasions, when life, even during the war, seemed full of ambition and hope; when faces, although wearing a troubled look, endeavored to smile; when the Government and its representatives always looked towards the rising star of hope and freedom, but the London I found on this visit was different, was very much depressed, the people discouraged, and blackness and hopelessness seemed to permeate the atmosphere.

My hotel arrangements had been made some time before. There was plenty of space in the hotel and after I got to my room I found it quite chilly. I asked the manager why there was not some heat in the room. He informed me that, due to the coal strike, coal was being rationed and they had to cut out steam except where it was absolutely necessary. "But," he said, "we will put a coal fire in the open grate and it will cost you four shillings extra." I remonstrated and said I was paying the top-notch price for the room—about \$11.00 a day without meals—and that it was understood in my contract that I was to have an up-to-date, fully heated room and that I did not care what kind of heat was furnished so long as it was reasonably warm instead of being chilly and damp. I said, "If you can't furnish steam heat, why should you charge extra for a small fire in the grate?" He answered, "It is the rule of the hotel." There seemed to be no further room for argument. Next morning I ate my breakfast in the dining room with my heavy overcoat on and I wore my gloves until such time as the coffee was placed on the table.

This was practically at the beginning of the coal strike when there were surpluses of coal in all the coal yards and at the mouth of the mines, so you can imagine what it must have been five months later. I might here inject the following expression:

During all my life in the Labor Movement, I have been opposed to the General Strike. Away back in 1901, I learned a lesson as to what a general strike could be, as a result of a condition in Boston, where all workers ceased employment, violating all trade agreements and causing a general demoralization of business. It started over very little, a dispute between the Teamsters' Union of Boston and a trucking firm named R. S. Bryne & Company. The freight handlers on the New Haven road refused to handle goods hauled there by this unfair trucking concern, so that's how the trouble began and it ended in practically a general demoralization of many

of the labor unions in Boston and vicinity. A settlement was brought about through the promise of Governor Crane, who afterwards became United States Senator from Massachusetts, which was that if all of the men who could possibly get back, would return to work, he would use every effort to get the few remaining out back into their employment. While this statement had a broad meaning, he, seemingly, convinced the Labor leaders as to his sincerity in making the statement that he would have no difficulty in bringing about the desired results. The settlement was a fizzle.

I never could understand how it could be helpful to a union to strike down its friends in order to get at its enemies. I never believed in the policy in this country of tying-up the business of our fair employers in order to get square with some unfair employers, and I have stuck to that policy all my life.

Some years ago, before the World War, we were having trouble with the different railway express companies in New York and New Jersey which we could not settle, even though Mayor Gainor used every means within his power to bring about a settlement. The Joint Councils in Jersey City and New York ordered a general strike. The matter was called to my attention by our representatives and I immediately gave a statement to the leading newspapers of New York, stating that the General Strike was unauthorized, uncalled for, unofficial and distinctly against the principles, purposes and policies of the International, of which I was President. The general strike never took place after that statement.

On several occasions during my twenty years as an International officer it has been my duty to take a somewhat similar position on the question of a General Strike. I cannot understand its logic and I do not believe in its purpose or principles—I am speaking now as an American Labor official and not as a British or European Labor leader. Were I in Briton, I might be led to agree with the arguments of a majority of the leaders, although, in this country, I have more than once been in the minority in consultations with other Labor men in my expressions and opinions on this subject.

In order to fully understand the conditions surrounding the Trade Union Movement and the workers in general in European countries, you must be one of them, and to fully justify any criticism a man must place himself in their position.

I endeavored to keep my visit in England as quiet as possible, as I was there on a vacation and for relaxation purposes, as authorized by the International Union and the General Executive Board, and it was not my intention to get into this controversy. However, having many friends in the Labor Movement in England, some I had met when there before, and others I had met in America, I could not refrain from calling on them. I, therefore, visited the headquarters of the Trades Union Congress and met Ben Tillet, Brothers Swails, Bevin, Will Thorne and several others. They were somewhat disappointed over newspaper statements coming from American Labor men denouncing their position. Their general expression was: "If they can't say anything good about us over there, why can't they at least refrain from saying anything bad?"

We talked as old friends, and I said, "The men who are quoted as making those statements, never made any such statements; I know them and with your struggle the American Labor Movement is in sympathy. It is just like the newspapers in England denouncing your strike and making

misstatements; so it is with us in America, only worse. Our statements are magnified and in between the lines the intent to give the wrong impression is there. In America, no doubt, there are many employers with whom the trade unions are doing business, and they are somewhat anxious to know the position the Labor men in America would take under similar conditions, consequently are questioning the Labor representatives. Newspaper writers, always alert and hungry for news—and we have some splendid men in that profession—must write something new in order to keep their papers popular and before the public eye, and with their alert and creative brains, they are able, after a few words spoken sometimes with a Labor man, to write such stories." I said further, "I have not been in touch with my associate Labor men for two or three months and do not know what they are saying, but I am confident they would not do anything or say anything that would injure the great cause in which you are engaged."

There seemed to prevail amongst the workingmen in England a great deal of discouragement, disagreement and misunderstandings. It was indeed painful to realize that a great labor movement—its equal nowhere in the world—was being balanced in the air and it was doubtful on which side it was going to fall, but to the credit of the fighting, honest, sincere, well-trying-out Labor leaders in England, they were never discouraged, and hope seemed to live within them even at that black hour, and although surrounded by almost insurmountable obstacles and difficulties, dealing with an unfriendly government, they felt that in the final analysis, the cause of the workers would prevail and that somehow or other, a settlement, which would not destroy the unions, would obtain.

(More about the General Strike will appear in next month's issue.)



Value of Sunshine Unknown to Public

Atlantic City.—The value of sunshine as a treatment for tuberculosis is unknown to the public, said William J. Bell, minister of health, Ontario, Canada, in an address to a convention of the American Health Congress.

"The manner in which sunshine acts in order to produce such cures is still but poorly understood," he said. "The evidence of its beneficial action is, however, sufficiently clear cut to warrant us in believing it is a powerful stimulant of the natural defenses of the body against tuberculosis and probably against many other infections as well. It is reasonable to think that sunshine is just as essential for the development and health of a child as is food."

Dr. Frederick F. Tisdall of Toronto said mothers should be told of the importance of sunlight as a factor in the production of healthy infants.—News Letter.

Just a Bit of History

(Continued from page 1)

"indemnity" for the trouble and expense which he had caused.

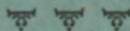
That was the first real impact of the Christian "whites" upon the heathen Chinese!—Seamen's Journal.

Doing unto others as you would be done by requires faith in your fellowman. Faith in your fellowman implies a belief that deep down in the heart of every man somewhere, is the germ of goodness. Your faith may be a visualizing ray of sunshine reaching that particular germ.

AL BERRES, for many years Secretary of the Metal Trades Department, with offices in Washington, has accepted a position from the Moving Picture Operators, at a salary of about \$15,000 a year on a long-time contract with certain provisions written into the contract which will protect him against having to do anything against his principles or his honor, which means he will not be called upon to act against the workers.

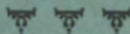
His duty will be to endeavor to keep the "labor" end of the business running smoothly and we know of no man better suited for the position; also there is no trade unionist who stands higher in the estimation of the great rank and file of labor men who know him than Brother Berres. He is clean-cut, straightforward, honorable, and always a trade unionist.

We wish him success in his new undertaking.



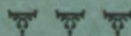
A SHORT TIME AGO Frank Farrington, formerly head of the Illinois Mine Workers, accepted a position with one of the large mining operators. The salary for this position is \$25,000 a year and expenses, with a three-year contract.

Frank Farrington has ability and training and we are sure it is much better for the Miners of Illinois that he will be on the other side of the table than to have some individual who has not had any training and does not understand the sufferings of the Miners.



THE TWO MEN, above mentioned, Al Berres and Frank Farrington, could not very well be spared from the Labor Movement, but no one can blame them for bettering themselves.

It is a pity that the Labor Movement cannot keep its trained men because many who started out in the work of the Labor Movement have fallen by the wayside, and when we have men who are fearless, who have brains, understanding and judgment; men who are trained in the Labor Movement in all of its aspects, it is a pity that they leave us and a crime that we cannot keep them.



IN ALL OF THE YEARS that I have been connected with the Labor Movement, I have never known conditions and things in general to be as quiet as they are at the present time in so far as labor troubles are concerned.

There are very few misunderstandings between labor and its employers anywhere throughout the country, especially in the organized crafts. Unions that are poorly organized have more or less trouble. Undoubtedly, it is a matter of education. We have educated the employers, as well as ourselves, to listen to reason. We have taught those who were at one time our enemies that it is more beneficial to the industry to sit down and talk things over with us and meet us half way. You may advise your employers that they are safer from labor troubles when they have their plants organized one hundred per cent than they are when not organized.

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